



HOTLINE

JULY / AUGUST 2007

VOLUME 36 NO. 4



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





HOBIE 16/20 NORTH AMERICAN CHAMPIONSHIPS ALAMEDA, CA

NOTICE OF RACE 2007 HOBIE 16 AND 20 NORTH AMERICAN CHAMPIONSHIPS JULY 30 – AUGUST 3, 2007

VENUE

Robert Crown Memorial Beach, Alameda, CA.

ORGANIZING AUTHORITY

HCA Division 3 in conjunction with the Hobie Class Association of North America (HCA-NA) and the IHCA

RULES

The event will be governed by the ISAF Racing Rules of Sailing (RRS), as prescribed by US SAILING, the 2007 IHCA Class Rules and this Notice of Race except as modified by the Sailing Instructions. RRS 44.1 and 44.2 (Alternative Penalties) will be changed so that only one turn, including one tack and one jibe, is required.

ELIGIBILITY

The ISAF Competitors' Eligibility Code applies (ISAF Regulation 19). Both crew members must be paid members of the Hobie Class Association of North America (or other National Hobie Class Association) and their MNA (US SAILING, CYA, Federacion Mexicana de Vela, etc.).

ADVERTISING CATEGORY

This event shall rank as a Category C event in accordance with ISAF Regulation 20. The boats shall display advertising of the event sponsor(s) as required by the Organizing Committee.



ENTRIES

Entries shall be made on the Official Entry Form (available at www.hca-na.org or from the address below) only and returned with registration fees **and proof of insurance** to:

2007 Hobie 16/20 NA Championship
c/o Mary Ann Hess
262 Monte Vista Drive
Napa, CA 94559 USA

ENTRY FEES

Early Registration	\$350.00 (USD)
Received After June 15, 2007	\$400.00 (USD)
On-Site	\$425.00 (USD)

Registration fees are non-refundable.

Make checks payable to 2007 Hobie 16/20 North American Championships. Credit card payments will not be accepted for this event. Returned checks will be subject to a \$50.00 (USD) processing fee.

EQUIPMENT

All boats will be weighed and inspected prior to competing. It is the responsibility of each skipper to have their boat weighed and inspected. A limited number of boats will be available for charter. Contact Paul Hess at (707) 252-8410.

INSURANCE

Each Competitor must show proof of Liability Insurance with a minimum coverage in the amount of \$100,000.00 (USD) with valid coverage for organized racing in the United States.

ON SITE REGISTRATION AND BOAT INSPECTION

The Registration Office and Weigh Station will be open as follows:

Saturday, July 28	10:00 AM to 4:00 PM
Sunday, July 29	10:00 AM to 4:00 PM
Monday, July 30	8:00 AM to 9:30 AM

SCHEDULE OF RACES

July 29	TBA	Practice Races
July 30	9:30 AM	Competitor Meeting
July 30	11:00 AM	First Signal
July 31 – Aug 3	Schedule to be announced	

SCORING SYSTEM

The low point scoring system will apply; ISAF RRS Appendix A and IHCA Class Rule 22

SAILING INSTRUCTIONS

The Sailing Instructions will be made available at registration.

PRIZES

Awards will be presented to the top five finishers in each class at a minimum. The overall winners will be declared the 2007 Hobie 16 and 20 North American Champions.

ACCOMMODATIONS

The host hotel for the event is the **Coral Reef Inn and Suites**, located approximately 1 1/2 miles from the race site: 400 Park Street, Alameda, CA 94501 (800) 533-2330 or (510) 521-2330, ask for Paul to get special rate of \$89 /night.

There will be no overnight RV parking at the race site, but plenty of parking on a day use basis. We are currently arranging a secure site for RVs nearby. Check the web site or contact the event chair for the latest information

ADDITIONAL INFORMATION

Website:	www.hca-na.org
Event Chair:	Michael Valenta hobie1over@comcast.net 925-743-0156



The Official Publication of the Hobie Class Association of North America

JUL – AUG 2007
VOLUME 36, NUMBER 4

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The purpose of the Hobie Class Association of North America is to establish and promote the highest standards of Hobie Cat sailing/racing in its geographic boundaries in collaboration with the National and International sailing authorities.

HOBIE CLASS ASSOCIATION HOTLINE

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see you on the water

The HCA Annual General Meeting



The 2007 HCA AGM will be held on Tuesday, July 31st in Alameda, California, during the Hobie 16 and 20 North American Championships. Hopefully, many of you will have the opportunity to attend. As a Hobie Class member the AGM is one of your best opportunities for face-to-face communication with members of the HCA Board of Directors. This is a great opportunity to express your ideas about how to make the Hobie Class Association better for the sailors. We encourage your participation and welcome your ideas. The Hobie Class belongs to the sailors and we want to keep it that way.

Of course, the AGM is not your only chance to communicate with the class leadership. Contact information for all HCA Board members is listed in every issue of the *HOTLINE* and also available on the HCA website. I encourage all of you to get in touch with us whenever you have an idea for improvement or simply a comment on a job well done.

What is the HCA Board of Directors? In a nutshell, the Board is the governing body of the Hobie Class Association. Voting Board members have the final say on all major class decisions such as the awarding of Area and North American Championships, bylaws changes, voting for class officers, deciding on class expenditures and much more.

Who are the voting members of the Board? There are seventeen voting HCA Board members consisting of the sixteen Division Chairs and the Women's representative. The HCA Chair only has a vote in the event of a tie. With the Board composed in this fashion each division has a direct influence on the class. Your Division Chair is your direct line to the class association. Most of you frequently see your Division Chairs at regattas during the season. This gives all of you the opportunity to get your ideas across in the informal setting of the beach or boat park.

We always look forward to hearing from you.

See you on the water,

Bob Merrick
HCA Chair

july / august 2007

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photo / illustration credits

Cover – **Stuart Crabbe**
 See You on the Water – **Stuart Crabbe**
 Contents – **Matt Bounds, Stuart Crabbe, Onne Van der Wal, Shauna McGee Kinney**
 Hobie History – **Hobie Cat USA / Hobie HOTLINE**
 Driver's Seat – **Stuart Crabbe / Mike Walker**
 Pimp My Boat's Ride – **Matt Bounds**
 Madcatter – **Stuart Crabbe, Bridget Quatrone**
 First Beat Blues – **Onne Van der Wal, SAIL Magazine, Dan Nerney/Rolux**
 Cultivating Crews – **Shauna McGee Kinney**
 Hobie's Profiles – **Heather Morrison, Mike Madge**

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on the cover

Sunshine and Smiles at Madcatter – Dave Heroux and Barbara Powers enjoy the perfect conditions in Syracuse. Photo by Stuart Crabbe

2007 regattaschedule

World Championships www.hobieworlds.com

Hobie 16 **Oct 9–19, 2007** Fiji
Hobie Tiger/Dragon **Mar 3–8, 2008** Langebaan, South Africa

North American Championships www.hca-na.org

H-14, H-16 Women / Youth **July 20–22** Geneva, NY
Hobie 17 / Hobie 18 **July 23–27** Geneva, NY
Hobie 16 / Hobie 20 **Jul 30–Aug 3** Alameda, CA

Area Championships

Mid Americas July 7–9 Lake Texoma, TX www.hca-na.org
North Central Sept 15–16 Clear Lake, IA www.division7.org

Other Events

ISAF Youth Worlds July 12–21 Kingston, CAN
Pan Am Games Hobie 16 July 13–29 Rio de Janeiro, BRA
F-18 North Americans October 8–12 Galveston, Texas

HCA Sanctioned Division Regattas

Division 2—Southern CA / AZ / NV
www.hobiedivision2.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
3	July 7–8	Bluewater Ventura, CA	Jeff Petron	805-388-9759 Luv2roost@earthlink.net
434	Sept 15–16	Lake Arrowhead Regatta Lake Arrowhead, CA	Chris Dunn	909-336-7679 dunndl@charter.net
66	Oct 6–7	Piñata Regatta Puerto Peñasco, MEX	Barb Perlmutter	Skipperbarb36@hotmail.com
51	Oct 27–28	Mojave Mojo Madness Lake Mojave, NV	Gordo Bagley	702-427-7328 gnbii@msn.com

Division 3—Northern CA
www.hobie3.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
17	July 7–8	Whitecaps Regatta Union Valley Res., CA	Brent Chartrand	916-337-5603 bc2web@whiteknucklesailing.com
240	July 14–15	Otter Regatta Monterey Bay, CA	Steve Boese	steve@k9trainingsolutions.com
62	Aug 11–12	Mile High Regatta Huntington Lake, CA	Dave Koop	davekoop@comcast.net
240	Aug 25–26	Moss Landing Challenge Santa Cruz / Moss Landing, CA	Adam Borcharding	831-818-7117 adamh16@yahoo.com
281	Sept 22–23	Shark Feed Bodega Bay, CA	Mike Montague	mike@teevax.com
240	Nov 3–4	Turkey Regatta Monterey Bay, CA	Adam Borcharding	831-818-7117 adamh16@yahoo.com

Division 4—Pacific Northwest
www.div4.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	June 30–July 1	Sail Sand Point Sand Point Sailing Center, Seattle, WA	Laura Sullivan	425-432-7749 mslauras@earthlink.net
95	July 14–15	Sudden Valley Regatta Bellingham, WA	Jerry Valeske	425-432-7749 gvaleske@verizon.net
Div 4	Aug 11–12	Lake Quinalt Regatta Lake Quinalt, WA	Al Jones	360-249-3388 alan@techline.com
72	Aug 18–19	Smoke on the Water Skamokawa, WA	JP Cook	503-491-9193 btchnsailor@peoplepc.com
214	Sept 1–2	Division 4 Championships Harrison Hot Springs, BC	Mark Jones	604-983-2319 markjones2@shaw.ca
95	Sept 8–9	Westport Points Regatta Westport, WA	Peter Nelson	206-772-2662 penelson@comcast.net

Division 5—Mountain States
www.hobiediv5.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
61	June 30–July 1	Tropical Dreams Regatta Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com
61	July 7–8	Bun Burner Regatta Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com
156	July 14–15	That One Particular Regatta Glendo Reservoir, Alcova, WY	Nick Hopkins	wyfleet156@hotmail.com
67	Aug 11–12	Gorgy Orgy Flaming Gorge, Reservoir, WY	Jarrod Marx	Marx5461@msn.com
51	Sept 1–3	Mac Attack - Div 5 Champs Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com

Division 7—Prairie States
www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
52	July 14–15	Spirit Lake Regatta Spirit Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com
84	Aug 10	Division 7 Youth Regatta (Wave provided) Des Moines, IA	Jim Sohn	515-544-0680 sailinghobie@dwx.com
84	Aug 11–12	Saylorville Reservoir Des Moines, IA	Angie Wilson	515-967-3561 tarhem@aol.com
291	Aug 25–26	Division 7 Championships Yankton, SD	Dave Rice	402-558-6568 david.rice@bankofthewest.com
10	Sept 15–16	Don Coe Memorial / NCAC Clear Lake, IA	Todd Wilson	641-691-0203 todd@hollingsworthmfg.com

Division 10—Great Lakes / Midwest

Contact: Jeff Rabidoux –248-647-3203, davebarbara448@msn.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
276	June 16–17	Regata de Gatos Port Burwell, Ontario	John Bauldry	248-620-4768 jmbauldry@comcast.net

The following divisions do not have sanctioned regattas:

Division 1—Hawai'i

Contact: Dan Williams—281-352-1325, greencj@bp.com

Division 6—South TX, Eastern LA

Contact: Chris Green—281-352-1325, greencj@bp.com

Division 8—South Florida

Contact: Bob Johnson—813-960-1937, hobiebob@aol.com

Division 9—Southern Atlantic www.hobiediv9.org

Contact: Loyd Graves—919-787-0222, lwgraves@mindspring.com



Division 11—Mid-Atlantic
www.div11.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
416	July 7-8	Barnegat Breezer Barnegat Bay, NJ	Dan Ward	609-439-2762 danward@aol.com
D11	Aug 4-5	Div 11 H-16 Youth Competition St. Michaels YC, MD	Ron LaPorta	610-898-2150 ronlaporta@comcast.net
443	Aug 25-26	Wildwood Classic Cup Wildwood, NJ	John Shaw	609-898-2150 ronlaporta@comcast.net
416	Sept 15-16	Fall Winds Regatta Shore Acres, NJ	Randy MacConnell	732-864-1841 rmac5737@comcast.net
106	Oct 6-7	Sharkey's Cup Regatta Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net

Division 14—N. TX, OK, AR, S. KS
www.div14.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
23	July 7-8	Mid America's Area Champs Lakeside Recreation Area D Lake Texoma, OK	Bob Johnson	972-735-9661 rgjohnson@seanet.com
27	July 14-15	Prairie Regatta Lake Cheney, KS	Stu Morrison Ron Knak	316-729-8417 sail826@sbcglobal.net 316-722-2949 rik3k@cox.net 316-729-8417 sail826@sbcglobal.net 316-722-2949 rik3k@cox.net
27	Aug 25-26	Cat Chase Regatta Lake Cheney, KS	Stu Morrison Ron Knak	316-729-8417 sail826@sbcglobal.net 316-722-2949 rik3k@cox.net
241	Sept 1-2	Arkansas State Champs Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
251	Sept 8-9	Okie Champs Lake Lawtonka, OK	Peggy Coe	580-529-2224 coe4302@aol.com
23	Sept 29-30	Daggerboard Divisionals Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
23	Oct 6-7	SheGatta (WHCA) Women On the Water (WOW) Lake Ray Roberts, TX	Sheila Holmes	940-637-2485 sheilaholmes@ntin.net
23	Oct 12-14	Dallas Regatta Dallas Corinthian Yacht Club Lake Lewisville, TX	Bob Johnson	972-735-9661 rgjohnson@seanet.com

Division 13—Mexico/Caribbean/Central America
Contact: Alfredo Figueroa—vientoyvela@gmail.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
133	June 16-17	Series V PRHCA Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
904	July 6-8	Copa Cummins Progreso, MEX	Alberto Ponce Andrea Mier y Teran	52-999-930-1300 aponce@megamak.com.mx
133	July 21-22	Series VI PRHCA Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
904	Aug 18-19	Copa Multisur Progreso, MEX	Gerardo Díaz Andrea Mier y Teran	52-999-935-1680 gdiaz@grunape.com.mx
133	Aug 18-19	Series VII PRHCA Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
236	Sept 1-2	Regata Mensual Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Sept 15-16	Regatas de Independencia Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	Sept 15-16	Regata Fiestas Patrias Cancún, MEX	German Saavedra	52-998-887-1636 germansaavedr23@hotmail.com
133	Sept 15-16	Series VIII PRHCA Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
236	Oct 6-7	Regata Jose Mabarak Veracruz, MEX	Eduardo Manzanares	52-229-922-7577
236	Oct 13-14	Regata Oktoberfest Cancún, MEX	German Saavedra	52-998-887-1636 germansaavedr23@hotmail.com
236	Oct 13-14	Copa Marinazul Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 27-28	Regata Mensual Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 1-4	Regata Acapulco Acapulco, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 10-11	Regata Tanager Chapala, Jal., MEX	Jose Luis Perez	52-33-3777-4800
133	Nov 17-18	Series IX PRHCA	Alfredo Figueroa	vientoyvela@gmail.com
236	Dec 8	Regata Vuelta al Lago Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	Dec 14-16	Regata de Invierno Progreso, MEX	Andrea Mier y Teran	52-999-968-3683 andrea@yucatanoday.com
133	Dec 15-16	Final PRHCA Series (X-mas Ball Regatta) Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com

Division 15—FL Panhandle; AL, MS, LA
Contact: Scott Beach—850-234-5220, dsbeach@comcast.net
(only sanctioned event is Midwinters East)

Division 16—Upstate NY, Ontario
www.nahca-div16.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
119	July 13-15	Hobie Kenobie Angola, NY	Bob Burns	burnsmeup@verizon.net
295	Aug 4-5	Rohrbach Ontario Hobie Regatta Hamlin Beach Park, NY	Marie Gibson	585-234-2453 regatta@fleet295.com
238	Aug 11-12	The Great Sacandaga Regatta Albany, NY	Mike Hands	handsondeck@msn.com




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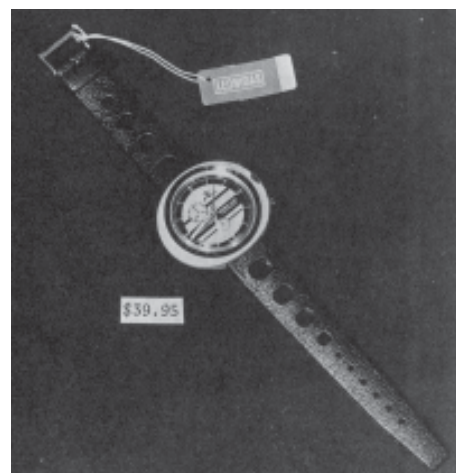
hobiehistory

15, 25 & 35 Years Ago

1972

☞ If you raced sailboats in the 1970's, you'll remember the yachting starting watches of the time – bulky, expensive and prone to leak (a Tag-Heuer yachting watch of the period is shown below right)

Hobie branded a Leonidas yachting wristwatch and offered it for sale in the *HOTLINE*. For \$39.95 (that's about \$200 today), you got a high quality, mechanical watch with a countdown timer that was water-resistant to 100 ft.



☞ The cover of the July / August 1972 *HOTLINE* featured an iconic sketch by Nick Nichols of a Hobie 14 and Hobie 16 reaching.

How times have changed – not only are masts raked further back, but a trapeze has been added to the 14 and the trapezing technique is much more effective (laid out flat).



1982



☞ "Iron men and plastic boats" – The original Worrell 1000 was raced virtually nonstop on Hobie 16s from Ft. Lauderdale to Virginia Beach. The recently completed Tybee 500 is mild by comparison. Half the distance, bigger boats, overnight stops – have we gotten that soft in just 25 years?



☞ Another iconic image from the past. Over 250 Hobie Cats converge for Midwinters East 1982. This would be the highest attendance ever for the event. The boats spent most of the weekend on the beach due to light air.

[illegible]

Virginia Beach, Virginia

SINGLEANDED NATIONAL CHAMPIONSHIPS

October 8 - 11, 1992

Mobile Fleet 32, Inc.

Location: For more information, Virginia Beach has the Atlantic Ocean, the Chesapeake Bay, expansive coastline and one 100 ft. beach, sunny beaches. The best site for the two day, October 8-9th 1992, is located at 98 miles from Norfolk county (location: 100 miles from Norfolk County, Virginia) features all convenient services and facilities, a modern pool and tennis courts and a full health club. Mobile Fleet 32, Inc. will provide a travel information brochure. Mobile Fleet 32, Inc. will provide a travel information brochure.

Camping: Camping is available at approximately 20 miles from the beach. For more information, contact Mobile Fleet 32, Inc. at (703) 444-4444 or (703) 444-4444.

Air Travel: Norfolk International Airport is located 10 minutes from the site. There are approximately 10 air carriers serving the area. For more information, contact Mobile Fleet 32, Inc. at (703) 444-4444 or (703) 444-4444.

Chamber Bazaar: The bazaar is located at 100 miles from the beach. For more information, contact Mobile Fleet 32, Inc. at (703) 444-4444 or (703) 444-4444.



Event Schedule: 10/08/92

Sailing	Registration	
Sailing (10/08/92)	Check-in (10/08/92)	
Tuesday (10/08/92)	10/08/92	
Friday (10/08/92)	10/08/92	
Saturday (10/08/92)	10/08/92	
Sunday (10/08/92)	10/08/92	

Place Schedule: 10/08/92

Racing	Registration	
Wednesday (10/08/92)	10/08/92	
Thursday (10/08/92)	10/08/92	
Friday (10/08/92)	10/08/92	
Saturday (10/08/92)	10/08/92	

Information: For more information, contact Mobile Fleet 32, Inc. at (703) 444-4444 or (703) 444-4444.

Event Schedule: 10/08/92

Sailing	Registration	
Sailing (10/08/92)	Check-in (10/08/92)	
Tuesday (10/08/92)	10/08/92	
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Saturday (10/08/92)	10/08/92	
Sunday (10/08/92)	10/08/92	

Place Schedule: 10/08/92

Racing	Registration	
Wednesday (10/08/92)	10/08/92	
Thursday (10/08/92)	10/08/92	
Friday (10/08/92)	10/08/92	
Saturday (10/08/92)	10/08/92	

Information: For more information, contact Mobile Fleet 32, Inc. at (703) 444-4444 or (703) 444-4444.

WS2 Singlehanded National Championships Registration Form

Make checks payable to:
WS2 Singlehanded Nationals
 c/o American Sailing Federation
 1000 1st St., N.E.
 Atlanta, Georgia 30309

Name _____

Address _____

City/State/Zip _____

Phone _____

Class/Event _____

Registration fee: \$10.00

Checklist fee: \$10.00

Checklist fee: \$10.00


Sponsored by Ocean Dimensions



A young girl with dark hair is hanging from a rope on a sailboat. She is wearing a red swimsuit and a blue life preserver. She is smiling and looking towards the camera. The background shows the white sails of the boat and a clear blue sky.

What would these guys think if a 4Gb iPod Nano materialized in 1982? Talk about blown away!



 The manufacturers of Sweet Wings were counting on a serious case of "wing envy" by 16 sailors when they saw their 17, 18SX and 21 brethren riding high and dry. You don't see too many of these today.



Hobie Sailor Saves Stranded Pair

If Allen Welle's life were a movie, the drama between the time his fishing boat started taking on water and the moment he and his deckhand were rescued by a local dentist could have filled reels. The adventure off the Ventura County coast lasted barely 15 minutes.

It started about 12:15 PM. when Welle, owner of the Fisherman's Tackle Shop in Ventura and a part-time commercial fisherman, was off on a weekly fishing venture with his deckhand, Griffith Berger. Welle's boat, The Patricia, was about 1.5 miles offshore Sycamore Canyon Road south of Point Mugu when he heard a worrisome noise.

Berger checked the 25-foot boat's engine hatch and found it half-full of water. Then he saw the bilge pump wasn't working. Within minutes, the vessel filled with water, and Welle sent out a distress signal.

Berger was ready to start bailing water with a bucket when Welle said the boat was sinking. Welle was still sending out a Mayday call when the boat tipped over, Berger said in a phone interview Monday.

"It just happened in the blink of an eye," said Berger, 25, of Oxnard. "We were afloat and three minutes later we were capsized, bow up, in 51-degree water," said Welle, 61, of Frazier Park.

Welle and Berger held onto the boat, which Welle had built in 1977 and named for his wife. Then they began waiting, cold and afraid.

Jeff Petron was fishing with his three children in his 21-foot boat when he heard Welle's distress call. Hearing the Welle's anxious tone of voice, the Ventura dentist and lifelong boating enthusiast (read: Hobie sailor) raced to the capsized boat and was able to get Welle and Berger on board. They had been in the water for about 10 minutes.

Welle said he was shaking uncontrollably from the cold when he and Berger climbed aboard Petron's boat, The Barking Spider.

"He's my hero; he's both of our heroes," Welle said with a warm laugh.

After picking up the pair, Petron radioed his position to the Coast Guard. Petron then took the fishermen back to shore, and a salvage company retrieved The Patricia.

The Patricia's engine is shot, and the cost of repairing it might keep Welle from continuing the commercial fishing he has done part time for 30 years, he said. But on the phone from his tackle shop Monday, he was philosophical.

"The boat's a piece of plastic with a motor attached to it. At least my deckhand and I are alive," he said.

US SAILING Selects Team to Compete at 2007 Pan American Games

US SAILING's Olympic Sailing Committee (OSC) has selected 16 American sailors to compete at the 2007 Pan American Games in Rio de Janeiro, Brazil from July 13-29, 2007. The sailing competition of the 2007 Pan American Games will feature nine events, including three Olympic classes – Laser (Men), Laser Radial (Women) and RS:X (Men and Women) – and five non-Olympic, open classes – **Hobie 16**, J/24, Lightning, Snipe and Sunfish.

The members of the 2007 Pan American Games Sailing Team are:

- **Hobie 16 (Multihull Open)** – Bob Merrick (Branford, CT)/ Eliza Cleveland (Branford, CT)
- J/24 (Keelboat Open) – Daniel Borrer (St. Augustine Beach, FL)/ Nate Vilardebo (Tampa, FL)/ Patrick Wilson (Savannah, GA)/ Josh Putnam (Augusta, GA)
- Laser (Single-handed Dinghy Men) – Andrew Campbell (San Diego, CA)
- Laser Radial (Single-handed Dinghy Women) – Paige Railey (Clearwater, FL)
- Lightning (Multi-crewed Dinghy Open) – David Starck (Buffalo, NY)/ Jody Starck (Buffalo, NY)/ Bill Faude (Chicago, IL)
- RS:X Men (Windsurfer Men) –

Ben Barger (Tampa, FL)

- RS:X Women (Windsurfer Women) – Nancy Rios (Cocoa Beach, FL)
- Snipe (Double-handed Dinghy Open) – Augie Diaz (Miami, FL)/ Tracy Smith (Newport, RI)
- Sunfish (Single-handed Dinghy Open) – Paul Foerster (Rockwall, TX)

These athletes qualified for the 2007 Pan American Games Sailing Team after winning a select regatta previously determined as a qualifying event for each class. If a winner declined the opportunity, the spot was offered to the next placed team at the qualifying event. The OSC then nominated the team to the United States Olympic Committee (USOC). Athletes must be U.S. citizens to qualify for the team, members of US SAILING and the classes they sail in.

"We have a talented group of seasoned athletes who have competed at previous Olympic and Pan American Games," said Team Leader Scott Iklé (Geneva, NY). "They know the stakes. They are going to sail hard."

In addition to Iklé, the following people will join the team in Rio de Janeiro: Head Coach Geoff Becker (Annapolis, MD) and Assistant Coach Bill Ward (St. Mary's City, MD), Team Administrator Sarah Hawkins (Newport, RI) and Athletic Trainer Shawn Hunt (Hollywood, FL).

Hobie Fleet 276 is Back On-Line!

After a learning experience with what happens when you let your

domain name expire, Detroit

Hobie Fleet 276 has their web site back, albeit with a .org top-level domain name instead of .com:

www.fleet276.org

Domain name speculators buy up names as soon as they expire, then put them up for auction to the highest bidder. Let this be a lesson to all fleets with web sites – don't let your domain name expire!

Membership Program Glitches Corrected

Like any complicated IT project, the on-line membership process has had it's share of problems. We think that most of the issues are behind us now. Our next project will be to integrate the memberships coming from the Internet directly into the membership database – a job that is being done manually right now.

A side effect of the on-line memberships is that we can no longer accept credit cards via a mailed membership application. The membership application form has been updated to reflect this and those individuals that have sent us credit card info are being contacted individually to make other payment arrangements. The current membership form and member list is available at www.hca-na.org.

Alpha

Todd and Helen Hitch announce the birth of the newest Hobie Tiger sailor: Lloyd Atwood Hitch, 7 lbs 14 oz. at 7:20AM, May 30, 2007. Everyone is healthy and happy.

Omega

Tom Ling, DDS, Division 4

1943–2007

Friends and family traveled from all over the world to remember Tom and share stories of his full life. Tom was a long time Hobie 16, 18, and 33 Sailor. Tom's daughter Cheryl Ling, Norma Horner Ling, wife of 19 years, and his brother David Ling, plus many of his friends shared memories and stories of Tom's life.

Doug Skidmore, president of Hobie Cat USA wrote, "Tom Ling was a fierce H-18 sailor. He was competitive on the race course and friendly on shore. I used to dread being in front of him on the downwind leg as he had perfected the 'snake wake' technique. He sailed H-16s, H-18s and Hobie 33 when I knew him. We sailed as competitors and as team mates on the various boats. I have many, many happy memories of how he lived his life. I am fortunate to have been a part of it."

Fair Winds Tom, from all of your many friends.

Jeff Price, Division 9

Jeff Price passed peacefully at home on June 14. Jeff was a big part of Hobie Division 9 and catamaran race management in the southeastern United States. Spring Fever will never be the same.

Fair winds and a following sea, Mr. Price.





by Matt Bounds, HCA HOTLINE Editor

Make Fleet Racing More Fun

Leave the hard-core competition for the points regattas

In our fleet, we don't race at any fleet events (except our points regatta). This might sound strange, but the core members of the fleet get enough racing in travelling around the division. The focus of our fleet is to bring in new members, get them comfortable with their boats and gradually introduce them to the racing scene. The experienced racers act as mentors to the newbies.

For those fleets that do race, it's important to keep things in perspective. The following article, written almost 20 years ago by Tom Ehman, Jr. (and originally printed in *Sailing World*) applies just as much today as it did then:

"Most important for those interested in improving one-design sailing is to remember that most people race to socialize as well as

compete. They want to have fun & party, party, party. Where sailing is social and fun, fleets are alive and healthy. (Or is the converse true? I think not.) Here is a string of ideas to make racing more social and fun:

- Have a potluck dinner after the race. Move it around from one fleet member's house to another. BYO drinks and protein. Hosts (or co-hosts) provide salad and dessert. The party is fun for those who win (they can savor their victory in public), and a salve for those who don't.
- Every now and then have a fleet "theme party" Hawai'ian luau, M*A*S*H party, toga party—all the standard stuff. Invite non-sailors (prospects) and those from other "fringe" fleets.
- Do a regular fleet newsletter announcing results of recent races and regattas & announcing who won the parties. Keep it simple and light, and don't be afraid to poke some gentle fun. People love the recognition.
- Have lots of short races. The more races you have, the more likely it is that the regulars will beat the rock stars. Starting on a reach off the yacht club dock, and finishing back there 25 minutes later IS FUN. Then do it again. Someone else is bound to win. Don't run the districts or nationals that way; but for club racing, it's great.
- Give out crew awards equal to those given to skippers. Every member of the crew should be recognized by name and awarded a trophy the same as the skipper. Recognize crews as well as skippers and everyone will have more fun; and it will make it easier for skippers to get crews.
- Have oral protests. No forms, no formalities. Require that a protest flag is flown, and the other party is notified of the incident and the rule. Then have the hearing immediately, and get it over with like we do at most college regattas. Then people can get back to socializing.
- Don't let people cheat (on kinetics, class rules, etc.). If they do, protest them. If they persist, invite them to leave the fleet.
- Invite novices (skippers and crews) to sail with the experts in the fleet. It is still the best way to help newcomers learn to become good sailors quickly.
- Keep it light on the water. Hail "good job" when someone gets



STUART CRABBE

you on the race course; make a big deal about a novice doing well on a leg, or in a race, by giving them a big cheer on the water. Encourage the race committee to be helpful.

- Don't race when the weather is cold, rainy, or extremely rough and windy. Have a seminar and party on shore instead.
- Do race when there isn't much wind. This is when the novices are most likely to do well, and have fun. So what if it's a crapshoot? As long as it's an even shorter than usual course, and as long as it isn't broiling hot, it's fun.
- Keep a good fleet captain on. Don't change fleet captains every year or two just because "you should pass it around." Most good fleet captains are

good because they like to do it. Most bad ones are bad because they don't want to do it. If you have a good one who's willing to stay – keep 'em! Only change when someone wants out, or isn't very good.

- Find something to do for spouses and kids who don't like to race. Lots of spouses love to do race committee work, but don't like to sail. Then you'll be including the whole family.
- Get some publicity. Make the necessary arrangements with the local paper for the results to be published, if only as a box score, after each race. Recognition turns everybody on and brings in new fleet members.
- Do a charity regatta or cruise. It's amazing how this brings the fleet together! Everyone rallies

around a cause. Collect the entry fees and give them to the local heart fund, cancer drive, or whatever. Gets good ink for the fleet and club, too. Or have a public sailing day where members of the fleet take anyone who comes down to the docks out sailing, in return for a small donation to a local charity. That'll get great ink as a dual public service, and it is a good way to interest newcomers. But most important, it is social & fun. That's what makes one-design sailing fun, and it's what will make any fleet grow."

(Tom Ehman, Jr. is the head of External Affairs for BMW ORACLE Racing, and serves as chairman of the team's Executive Committee. He was the founding chairman of the Challenger Commission, and continues to edit the CC Blog. Tom is also an owner of Midwest Sailing, a Hobie dealership in Pinckney, Michigan)



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Pimp My Ride

Boat's

By Hobie Master Xziboat

Yo! You want to have the most excellent trailer for your on-the-water ride; you've got to spend some time in the garage. I'm not a rapper / car enthusiast with a garage full of homies ready to turn a clunker into a pimped out ride, but here's what I did to a thirty-five year old chunk of compressed rust to change it into a stealthy high-speed Hobie transport!

Day 1 – Assessment

The beat up, old trailer limped to the driveway from the storage yard with the right wheel bearings growling. Fortunately, the trip wasn't long or else they would have seized up on me. Once the beast was parked in the driveway, disassembly was the first order of business. Up close, this old hoop-ride was nasty. Rusty bolts, two sets of broken lights (neither worked), compressed rust springs – this was going to be a bigger job than I originally planned.

Liquid Wrench was useless, but rust-frozen bolts are no match for a cutoff wheel. It got a lot of use pulling the major components off the frame. Within an hour, the old trailer was not much more than a frame and a pile of parts. The crossbars – rectangular steel tubes – were full of acorns and abandoned mouse and wasp nests. The black rubber hull rollers were oxidized, hard and chalky. About the only thing that didn't need work were the tires / rims. They had been replaced last year.

The preliminary assessment: new lights & wiring, bearings, springs, rollers. Frame / axle / fenders / mast stands needed to be stripped down to the bare metal,

primed and painted. Nearly every bolt would have to be replaced.

A quick Google search turned up *TrailerPartsSuperstore.com*. They had everything I needed and then some. A springs / hubs / bearing kit would solve two problems with one purchase. LED lights were the special of the day. No more burned out bulbs or corroded sockets. They look the shiz, too. A trip to the local big-box home store got me all the other bits I needed: wire wheel for the angle grinder, sanding disks, Rustoleum primer and finish coat, bolts, washers, nuts, grommets, plastic caps, etc. Time to go to work.

Day 2 – Frame Stripping

With the bare frame up on sawhorses, I attacked it with a 7" coarse sanding disk and various paint stripping devices attached to the angle grinder, including the vicious braided wire wheel. There were three coats of paint on the steel – the original primer and finish coats plus a layer of sprayed-on paint from a previous owner. That third layer was softer and clogged up the sanding disks. Nothing could stand up to the wire wheel, though. It would cut through anything, including the leather gloves I was wearing. A nasty abrasion on my hand (through the gloves) taught me to respect that tool.

Stripping paint from steel is a tedious, nasty, dirty job with the potential for lead poisoning from the paint dust, especially if the trailer is more than 20 years old. You need to wear appropriate breathing protection and clean your clothes and yourself thoroughly when

you're done. It's almost always a bigger job than you imagine. This "Day 2" was actually more like 16 total hours of sanding and grinding. It's physically demanding, too. You'll definitely know that you've been wrestling with power tools.

Day 3 – Smithy Work

With the frame and all the other bits bright and shiny, it was time to do some customization. From 1/4" x 1" strip steel, I fabricated eight small 90 degree angle pieces; four to mount the sail tube with and the others for mast tie-down attachment points. 3/8" holes were drilled near one end for attachments before the strip was bent. To bend the steel, it was heated orange red with an oxy torch and hammered over while held in a vise. These pieces were welded to the mast supports and front / rear crossbars and the welds ground smooth.

I needed a way to carry the beach wheels and noticed that the distance between the front and rear frame members was almost exactly the beach wheel's axle length. I cold bent two 1/8" x 1 1/8" steel strips around the beach wheels' axle to form a "U", and then welded them to the frame members as supports. Again, the welds were ground smooth and a weep hole drilled at the bottom of the "U" to prevent water from collecting. Water and steel don't play nice together.

The trailer crossbars needed to be sealed up to prevent the former inhabitants from returning, so I welded more of the 1/8" x 1 1/8" steel to the ends. This was all ground smooth to give a finished look to the crossbars and to disguise my crappy welds. The roller brackets were trimmed off to eliminate sharp corners. They were originally adjustable for different boats, but since this trailer would be solely for a Hobie 14, I planned to bolt them in place through the crossbars.

Day 3 – Prime and Paint

Bare steel will flash rust overnight, especially if left outside, so I primed the parts as soon they were stripped. The insides of the crossbars were coated by taping up the access holes, then pouring half a can of primer inside. Tilting and rolling the

crossbar spread it around, and then the excess was allowed to drain out one of the holes. Messy, but it's important to stop the rust on the parts that hold up the boat. After drilling holes for the tail light bolts and wiring, touching up the primer, the entire trailer was painted with three coats of battleship grey Rustoleum. Bright red or yellow would have been sweet, but let's face it – trailers get dirty and grey hides dirt best. Grey is also a stealth color – better than "Give Me a Speeding Ticket Red".

Day 4 – Measure Twice, Order Once

The box of goodies showed up from TrailerParts-Superstore.com, much to the UPS man's distress (c'mon, man! – the box only weighed 60 pounds!). The original springs were an odd size, so the new ones were the next size up. I knew I'd have to weld on new rear clips (included in the kit) – another chance to showcase my less than stellar welding skills. The new clips fit perfectly behind the old ones, so I left on the old ones. (Also more contact area to weld since I really didn't trust my welding skills on such a structural piece.) A couple coats of black Rustoleum on the springs and axle and I was ready to get the Stealth Trailer back on its wheels.

The new hubs and bearings came without grease, so I packed and assembled the bearings into the hubs. When I went to install them on the axle, they would only go so far as the axle threads. There are only two standard axle diameters (1" and 1 1/16"), and I had mis-measured the axle diameter. Not a problem – just get on-line to TrailerPartsSuperstore.com and a couple of days later, the new 1 1/16" bearings showed up at the door. Being a little wiser, I tried the new bearings on the axle before greasing them. No go. Seems the 35 year-old, freshly painted axle was not compliant with 2007 standard sizes. Fortunately, I had saved the old bearings. I got out a magnifying glass and read the number on the side, something I should have done first. An extensive Internet search proved fruitless. Nobody had these oddball bearings. Ultimately, I decided that it was better to have a standard size axle, so I made yet another order to TrailerParts-Superstore.com. My UPS man would need a hernia belt by the time I was done.

KEY TOOLS

4 1/2" Angle grinder - the best \$80 you'll ever spend.



Full twist wire wheel - will remove paint (and skin) from anything.



Portable 120V MIG Welder - a toy to the real pros, but it works well for us.



A good, 18V, variable speed cordless drill. Very powerful.



Uni-bit – indispensable for drilling large holes in sheet metal.



Day 5 – Final Assembly

With everything painted (and the right size), it was time to bring it all together. The new wiring harness was fished through the frame and out to the ends of the crossbars. Rubber grommets protected the wires from chafe where they went through holes in the frame. Lights were installed with soldered connections protected with heat-shrink tubing. Everything was bolted together; bolt stubs were trimmed off and smoothed with the cutoff wheel. Plastic caps covered the holes in the frame to keep the critters out. An 8" diameter PVC pipe and end cap were procured for a sail tube. This was installed with ¼" threaded rod bent over the tube and secured into the clips welded on the frame earlier. A scrap piece of plywood on a hinge provided access from the rear. The rollers were installed with press-on axle nuts (before they had cotter pins – lots of sharp edges) and I bolted the brackets on. 1" vinyl tubing covered the mast supports and roller guides.

Day 6 – Test Drive

The "test drive" for the pimped-out Stealth Trailer was an 860 mile dash to the Daggerless Regatta in Kansas. The only

problem was with the license plate mount. It was an afterthought done with a couple of zip ties. One of the mounting holes on the plate wore through about four hours down the road. The problem was noticed and fixed before the plate took a vacation of its own.

The trailer tracked behind the car solid as a rock and was gentle on the gas mileage – even at, um, *extended* highway speeds. My car usually gets about 24 – 25 mpg highway without a trailer, and 14 – 15 mpg with the big Trailex trailer and the H-16. With the Stealth Trailer behind me, I got about 20 mpg – a welcome relief with gas costing \$3+ a gallon.

The total cost of the project was a little more than \$500. A significant portion of that were the LED lights (over \$100) and the PVC pipe / cap for the sailtube (\$150). The unexpected new axle cost about \$100. Stealth Trailer now sits in the storage yard awaiting its next mission, proving that even an old clunker can be pimped out into a highway road warrior with just a little (well, OK, maybe a lot) of elbow grease and some fly new parts.

NOW ALL I NEED IS THE PERFECT TOW VEHICLE . . .



BEFORE

- ① *This is what a fried bearing does to an axle.*
- ② *The rusty hooptie trailer, soon to be a pile of parts. Count the lights.*
- ③ *Springs of compressed rust and rust-frozen U-bolts.*
- ④ *Nice sub-frame and fenders. Can I have some rust with that, please?*
- ⑤ *More rusty parts – including the "safety" chains.*

DURING

- ① *Already painted, the frame is looking good. New black springs and links were hung from new hangers welded on to the subframe.*
- ② *A whole bunch of goodies arrived from TrailerParts-Superstore.com – spring/hub kit, lights, rollers, U-bolts.*
- ③ *The circle indicates the new crossbar end caps to keep the critters out – hole is for wiring the clearance light.*
- ④ *Wiring was run through the frame. Grommets were used to prevent chafe where it passed into the crossbars. Note the white primer inside the crossbar.*

AFTER

- ① *Sail tube is on with threaded rod; circle indicates the clips used for the mast bungee.*
- ② *Four-point tie downs use the trailer crossbar bolts as anchors. Note the roller brackets don't extend below the crossbars.*





PHOTO BY STUART CRABBE
STORY BY BOB LONGO

MadCatter '007

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TOP SECRET



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Clockwise from below:

The Madcatter 007 Bond Women (and Russ Griffio - the stiff in the tux).

Aye Carumba! Puerto Ricans are pirates, not secret agents.

This group looks suspicious. They claim they were "running races" with cryptic flag signals

16A winners Francisco Figueroa and Jolliam Berrios

Bill Whalen and Vickie Hurt on the brink of disaster.



STUART CRABBE



BRIDGET QUATRONE

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FOR YOUR EYES ONLY

Unless you have pitch-poled a Hobie, read no further.

BRITISH INTELLIGENCE REPORTS THE FOLLOWING:

17 May 2007; 17:52:00 A small group of Cat Sailboats are spotted off shore on Oneida Lake, NY, USA bearing 272°; velocity 19.7 knots. We are concerned that this could be the beginning of an organized movement.

18 May 2007; 11:52:00 Additional boats are gathering on the beach at Oneida Shores State Park, NY, USA bearing 352°, velocity 7 knots. They appear to be preparing for long distance maneuvers, possibly a distance race.

18 May 2007; 13:00:00, *Hobie* Cats are confirmed in distance race. Embedded operatives verified that John Siau (cover: skipper and alleged local business owner) and Robbin Mocarski (cover: crew with strong ties to current Hobie Fleet 204 leadership) were 1st to shore on a 16. Tactics and techniques are being reviewed but apparently these two could decode the map and knew enough to round the green channel marker after the start. An obvious information leak exists! Tim Donigan and Mark Spinks (alias Cheech and Chong, currently under investigation for a laundry list of behavioral “inconsistencies”) were 1st to shore on a Tiger.

18 May 2007; 18:30:00 Friday night our best operatives were able to infiltrate the event by carrying trays of food and wearing outfits that were, well, designed to make people talk, Bond Girl style. And talk they did, reports indicate the welcome party, attended by all the usual suspects, lasted until late into the early morning hours. As usual food and drink flowed and the official welcome was put forth. Thank you ladies!! Steve Oad provided tunes using enough electronic equipment to outfit her majesty’s finest submarine.

19 May 2007; 09:00:00 Our suspicions were confirmed when the points event for the 31st running of the MadCatter commenced with a skippers meeting and confirmed 60 total craft, 7-17s, 13-Tigers, 1-20 (Stuart Crabbe, man of mystery, was entered in the event but somehow managed to capture extensive surveillance photos.), 1-FX1, 29-16A’s 8-16B’s and 1-16C (under the guidance of Marcy Lake who apparently “only sailed a

Hobie a few times” but did surprisingly well. She required 3 separate crew changes for yet unexplained reasons).

19 May 2007; 09:12:27: With expected participation from notorious Puerto Rican and Canadian subversive groups, the involvement of US agencies (specifically Fleet 204) was required and it seemed that months of planning and hard work by all paid off. Noted Canadian operative Pat Lymburner is being credited with doing a great job as PRO, with key and appreciated help coming from Mike Levesque. (Follow up note: Mike and Michele have apparently expanded their operation and were spotted with small but potentially lethal (diaper-wise) baby. Mike and Karen Grisko also were confirmed with a similar small and lethal package. Both babies have strong potential of continuing on water operations. No reports of double trapped babies were received, although some drool on a few trampolines was spotted.)

19 May 2007; 11:42:52 With winds 10-15 and temps in the low 60’s (stop laughing, that’s not bad for May in Central NY) both days and was heard mentioned as the “best conditions for MadCatter in the last 20 years”. Water temps were somewhere in the 50’s and anyone going over quickly extricated themselves from the lake. Terms like %#@&’ing cold are still being decoded but with input from a few tropical water sailors we think we are close to cracking this one.

A pin favored starting line and big wind took racers to the south shore of the lake, “sonar indicated rudders kicked”, then tack to the north shore, tack again and (for the 16s anyway) follow the Puerto Ricans. Wind blew solid all day and there was no let up in the racing.

RESULTS AFTER DAY ONE:

16A: Pedro Colon/ Martin Roldan (1st), Bob Merrick/ Eliza Cleveland (2nd), Francisco Figueroa/ Jolliam Berrios (3rd), Rich McVeigh/ Fluffy White (4th), Michael Siau/ Erin McNeill (5th), Ken Hilk/ Erin Laporta (6th), Kevin Smith/ Keri Romanufa (7th).

16B: Stephen Hilk/ Kristi Falco (1st), Jeff and Sally Slavich (2nd), John Siau/ Robbin Mocarski (3rd), Bruce Krupke/ Kelli Hazard (4th), Bob Longo/ Kirk Leister (5th).

Tigers: Bob and Steph O'Connor (1st), Olli and Kelly Jason (2nd), Mike and Karen Grisko (3rd), Matt Bounds / Diane Bisesi (4th), Rob and Darcie Jerry (5th).

17s: Paul Garlick (1st), Dan Borg (2nd), Kathryn Garlick (3rd), Bill Kast/Rory Jeffers (4th), Chris Ufton (5th)



19 May 2007; 18:30:00 The famous Dinosaur Bar-b-que chicken 'n ribs were used to ply top secret information from many participants. After a full day of strong wind and moderate waves it was again easy to get various suspects to talk. For a second night Steve Oad spun the tunes. Note to all '00 agents, a Hobie hull bar well stocked with alcohol seems to work

better than previous information gather techniques and should be considered for all future investigations, also much easier on the knuckles.

20 May 2007; 15:12:18: Results after 7 races, SIX ties!: 16A a 3 way for 5th and a 2 way for 13th; 16B tie for 3rd; 17s tie for 1st; And Tigers tie for 1st and 8th.

FINAL RESULTS FOR TROPHIES:

16A: Francisco Figueroa/ Jolliam Berrios (1st), Pedro Colon/ Martin Roldan (2nd), Bob Merrick/ Eliza Cleveland (3rd), Rich McVeigh/ Fluffy White (4th), Ken Hilk/ Erin Laporta (5th Tie), Bill and Sandy Jeffers (6th Tie), Wally Myers/ Sharon Kong (7th Tie).

Tiger results: Olli Jason/ Kelly Jason (1st Tie), Bob O'Connor/ Steph O'Connor (2nd Tie), Rob and Darcie Jerry (3rd), Mike and Karen Grisko (4th), Matt Bounds/ Diane Bisesi (5th).

17s : Dan Borg (1st Tie), Paul Garlick (2nd Tie), Bill Kast/Rory Jeffers (3rd), Kathryn Garlick (4th), Clive Warwick (5th)

16B proved that age and treachery doesn't always win out over youth and enthusiasm as Stephen Hilk/ Kristi Falco took 1st over John Siau/Robbin Mocarski.

John Anderson/Dan Rodriguez tied Bruce Krupke/ Kelly Hazard for 3rd.

Final 16B: Stephen Hilk/ Kristi Falco (1st), John Siau/ Robin Mocarski (2nd), John Anderson/ Dan Rodriguez (3rd Tie), Bruce Krupke/ Kelli Hazard (4th Tie), Jeff and Sally Slavich (5th)

Two days of strong wind produced intense sailing punctuated by a great Dinosaur Bar-b-que dinner and party on Saturday night, Friday GEP, distance race and welcome party, and a final cookout Sunday afternoon.

Thank you to all for three days of Hobie living! Great Wind (every day), Great People, Great Food, Great Parties!!! Thanks to all the sailors who participated and braved the cold waters in Central New York. Thanks to our sponsors: Boatworks, ACC Technical Services, Hobie Class Association, Onondaga County Parks, Dunkin' Donuts, Hobie Cat Company, Johnston Paper, Magic Marine, Got Milk, Heineken and Simply Surgicals and a whole host of others. Thanks to Matt Bounds (GEP) who gave a great talk on sailing technique and later brought a previous HOTLINE article on Lines (ropes for the uneducated) to life with a full compliment of samples. Thanks to everyone in 204 and friends, who pitched in wholeheartedly with time, effort and equipment on and off water. Hobie sailing is a great adventure and the enthusiasm of the people who participate make this a life experience!

FOLLOW UP NOTE:

Our agency will continue to follow movement and events on Oneida Lake as reliable sources are confirming that this will happen again next year. The weekend before Memorial Day 2008 is certain to produce similar long term effects. Stay tuned.



Full results can be found on the Hobie Fleet 204 website:

WWW.FLEET204.COM

**2007 Hobie 16 and Hobie 20
North American
Championships**

Win a Hobie 16



July 30—August 3, 2007

Alameda, CA

Leading the Fight for Seniors' Rights

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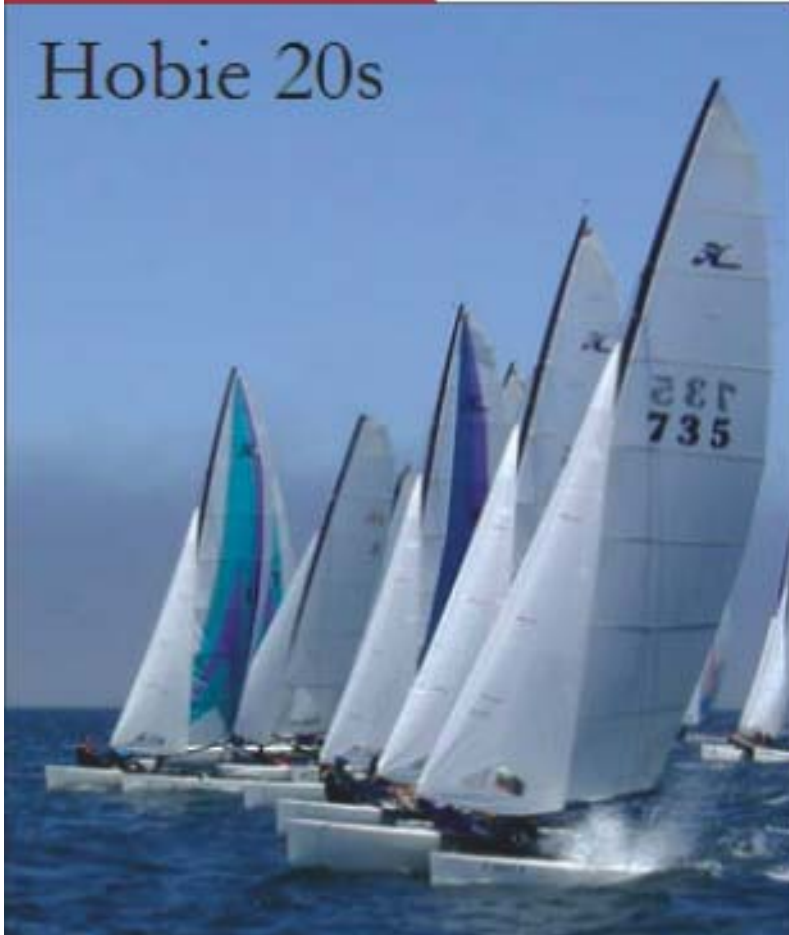
Legal Assistance for Seniors (LAS) is a non-profit agency serving low income Alameda County residents who are 60 years of age and older. Our mission is to ensure the independence and dignity of seniors by protecting their legal rights through education, counseling, and advocacy.

We provide legal advice and information, representation in court and administrative hearings, referrals to other community resources, and community education and training on legal issues. LAS helps seniors with income maintenance, housing, incapacity, grandparents as caregivers, preventing elder abuse, and consumer fraud.

The Health Insurance Counseling and Advocacy Program (HICAP) is a statewide program. Since 1988 LAS has been selected to provide HICAP services in Alameda County. Together LAS and HICAP provide objective counseling, advocacy and legal assistance with Medicare, Medi-Cal, HMOs, Medicare supplemental insurance, and long-term care insurance to Medicare beneficiaries of any age.

**Northern California Hobie Division 3 Raffle
Grand Prize Hobie 16
Drawing to take place during the
2007 Hobie 16/20 NA Championship Regatta**

Hobie 20s



First Beat Blues

Stuck in a Rut?

by Andrew Campbell, www.campbellsailing.com

Here we are, charging upwind, full-speed; bow even above, bow even below, twenty boats on either side. We have a marginal lane.

With a little lift, we can hold here and maybe boat speed our way out of harm's way. With a little header, we are likely to fall into the boat to leeward and be forced into decision-making mode. We're not entirely sure which side of the course is going to be better. The sea breeze is oscillating, but only slightly and in regular and short intervals. Small cumulus clouds are making little impact on the racecourse and the current seems pretty marginal across the racing area. What do we do? The answer may be simpler than you think.

We find ourselves in situations like this often

enough. Once we have gone through our starting routines and come off the line with full speed and with breathing room, it becomes difficult to execute the perfect plan of attack. It usually goes without saying, on skewed race courses, there are important strategies to follow. If the current or geography demands we go right in order to win, then we will do our best to start in the boat-third of the line, and get going right as soon as possible after the gun. Likewise, if the left has been working all day, then starting at or near the pin in clear air will give us a higher percentage of possibility to win. The rest, after the start, shakes itself out with proper traffic-handling skills and integration between shifts and strategy. A good start improves our percentage, whereas a bad start sends us praying to the comeback deities that they may be merciful.

During last week's Princess Sofia Regatta in Palma, before a race was about to start in similar conditions to those described above, a buddy of mine sailed past and asked the seemingly innocent question: "Which way you going this beat?" I had done a split to check the breeze and finished a race on the same racecourse not twenty minutes before, and yet I had no strong inclinations. Realizing that the Laser class can sometimes be a grunt-fest, and catamaran sailing can similarly seem a drag race, where the fleet races with ridiculous amounts of effort towards the port-tack layline whereupon any decent tactical awareness sets in, I replied "If I have a good lane, I'll go left. If I have a bad start, I'll go right." As I said it I thought to myself, "*Boy, there's an understatement in sailing.*" When in reality, it is a fairly decent strategy.

Sailboat racing often breaks down to this very simple idea: *lane management*. Without proper administration of your angles, holes, and positioning in the first few minutes of the first leg away from the starting line, you will undoubtedly lower your likelihood of



success. Especially in one-design racing, anytime where boats are essentially going the same speed off the line, a pattern emerges. We'll call it the "*First Beat Blues*." Time after time, the pattern reemerges and a level of predictability arises within the fleet dynamic.

Regardless of fleet size, the pattern on courses square to the breeze is usually the same. Boats that get off the starting line with good lanes generally stay on starboard as long as those lanes are still available. A certain percentage of boats that get poked out in front may be inclined to tack and cross. This is definitely recommended if you have the chance, but is usually an option limited to about 5% of the fleet who had the best starts. The part of the fleet that made it off with usable lanes from the middle and pin thirds of the line largely continue on starboard tack. This percentage of the herd is usually near 50% of the group. The use of *herd* will now be replace *fleet* as the predictability of the pattern of their action increases in stable racing conditions. Any stragglers from the front row of that herd traveling towards the left side of the grazing area are forced to make a decision: sit in bad air, or tack. More than often, the intelligent move is to tack and clear as soon as possible in the search for clear air - greener pastures, if you will. These unfortunate souls make up about 10% of the pack. Often times, boats starting in the boat-third of the starting line get going right as soon as they see that it is not reasonable to gradually sail into the hips of the boats to leeward of them. A substantial group, conscious of their intent to go right will tack off as soon as a lane opens towards the right, making up for another 25% of the larger herd of racers. The final 10% of the herd is made up of boats that simply cannot make up their minds where

the best options could be. These boats are coming from positions in the second row, late at the boat-end, or failed approaches too late in the mêlée of the start. This breakdown of the pattern of the fleet is what you would see in a large percentage of most one-design racing on square racecourses. Freak wind shifts and skewed starting lines alter the numbers, but the patterns primarily remain alike.

What do we do with this? Whether we know it or not, our dependence on this pattern greatly impacts our understanding of tactics and strategy. When we get off the line in clear air, it is highly unlikely that we would quickly tack and duck a large number of boats, even though the other side of the racecourse has just as high a likelihood of better conditions. When we get off the line in clear air, we go straight until that clear air is compromised, a beneficial shift falls into our laps or we trip over the port-tack layline.

Monday Morning Tactician Says: The observations of first-beat patterns in boat races do not necessarily teach us new information as much as they bring forth understanding of the big picture. Without a full understanding of fleet/herd dynamics throughout different legs and mark-rounding situations, it is difficult to anticipate and improve our position on the results board. However, learning to see the fleet as a group of generally docile creatures that crave clear air, and dislike unnecessary maneuvers, we can then take advantage of that dynamic by sometimes breaking from the normal dynamic and other times going with the flow. Knowing when to use the two different theories is the hard part of sailing. Reading the fleet does not have to be.



Andrew Campbell

is currently one of the top-ranked Laser sailors in the USA. He has been sailing from an early age (6) and won numerous US SAILING, high school and college championships. He was recently featured on the cover of Sail Magazine (left) and is poised to represent the USA in the Laser class at the Pan Am games this summer. Contact Andrew at: www.campbellsailing.com



Cultivating New Crew

New Crews Need Nurturing

by Shauna McGee Kinney

Hobie sailors have a great opportunity to build faster, stronger, athletic and competitive regatta circuit by recruiting new crews. Today's new Hobie crew is tomorrow's new Hobie skipper. In Division 2, we have had much success with introducing college students to the racing circuit. To find interested potential crews, check college recreation sailing programs, follow up on referrals made from fellow sailors and look in campus newspapers. Students are young, athletic and looking for activities that they can afford. Most students have some flexibility in their schedule and plenty of independence.

Recruiting

Successful steps for recruiting include: (1) provide a phone contact for the crew (2) advertise in the college centers and classifieds (3) publish a brochure with the season schedule and (4) maintain a news group and/or website. Each fleet or division should consider having a dedicated "crew coordinator" - someone who will receive and make phone calls and e-mail to potential crew. It is important that the first contact be a phone

call. After that first phone call, most of the coordination can be done by e-mail and only a few phone calls.

Since most of the skippers in HCA Division 2 asking for Hobie 16 crews, we needed to recruit light crew - usually women. The college gals are most comfortable taking phone calls from another woman, therefore we recommend having a lady contact them. The crew coordinator can share the phone calls, too. Several crews that are now regulars take turns making phone calls to new crew.

Many women are concerned about having their contact information given out or on the web. The coordinators should keep the crew list private and make the first calls to both the crew and skipper. Once the team for the race is confirmed, the coordinator can share crew and skipper contact information if the team members agree.

The best time of year to place a classified ad in a university paper is March through May. Students are thinking about spring break and summer activities. Potential crews are more likely to respond before finals and packing up for the summer. The season schedule should be available as a brochure in multiple formats - paper, e-mail and on the web. In our brochure we list sailing schools with catamaran classes, contacts and web sites. We also give tips and a description of crews' responsibilities and expectations. Copies of the brochure can be sent to the sailing schools, outdoor adventure programs, intramural sports centers and sailing retailers.

News groups and web sites help participants keep up with updates. We have found the news group is especially useful for coordinating car pools and shared campsites. We have also sold used gear and organized donations for college sailing programs.

Expectations

The coordinator and skipper should prepare to have:

- The team set at least 2 weeks prior to the race
- Transportation: help connect crew with a car pool or find out if crew wants to drive themselves
- Safe place to spend the night: arrange a shared campsite, space in a motor home or space in a local person's home
- Gear: arrange for harness, life jacket, wet suit, gloves and booties can be borrowed from any of the skippers in the fleet.

Kristina and Sharyl came from the UCLA sailing program. They have enjoyed racing against each other at regattas. Lake Mohave, NV March 2007



ELEANOR MARTIN

- Skipper pays for registration: skipper's camping, skipper's boat, skipper's gas should be paid for by the skipper, not the crew
- Meals: snacks and water - let the crew know which meals are provided

Crew has the right to decline to sailing if he or she is not comfortable with the conditions. Coordinator, skipper and crew should discuss surf, water temperature, wind speed, skipper's ability and team attitudes.

From our experience, it's beneficial if the skipper:

- Introduce crew to wife/husband, girlfriend/boyfriend, family and other sailors right away
- Provides the crew with Saturday night dinner, potluck meal or fast food

We recommend that each new crew race one to three regattas the first season. Sailing with a different skipper each time, the crew can find the best fit and gain the most experience. We encourage crew to bring friends, even non-sailors, and make racing a social



Referrals bring new crew into racing. Nikki and James rigging for Leukemia Cup, Las Vegas Lake Mead, NV

event. Crews will return for more races when they feel part of the group, develop new competitive skills, and enjoy the adventure.

Shauna McGee Kinney is living in Perth, Australia and raced for six years in Division 2 prior to moving from Long Beach, CA. She is a member of Hobie Fleet 51 Las Vegas, continues to promote Division 2 racing and actively supports new crew in AZ, CA and NV. Please contact Shauna with questions or for samples of brochures. shaunakinney@yahoo.com, Skype: shaunamcgee2000 or 760-208-4663 (San Diego area code)

8th - 19th Oct 2007

www.HobieWorlds.com

HOBIE 16 WORLDS

FIJI 07

Suva, Fiji Islands



2007 SOUTH CENTRAL AREA CHAMPIONSHIPS

HOBBIE CLASS ASSOCIATION ★ NORTH AMERICA

LAKE SIDE REC AREA D ★ LAKE TEXOMA, OK

POSTPONED
TO SEPTEMBER

www.hobiefleet23.com

NOTICE OF RACE

★ Organizing Authority

Hobie Class Association of North America (HCA-NA) Fleet 23 and Division 14.

★ Venue

The venue for all events is Lakeside Recreation Area D, Lake Texoma, Oklahoma. See Directions for additional details regarding the venue.

★ Rules

The event will follow US Sailing, the rules of the regatta, except as modified by the regatta. 44.2 (Alternative Turn, including

★ Eligibility & I

The regatta is open to all sailors. The skipper must be a member of the Hobie Class Association. Proof of current membership is required.

★ Schedule (Central Daylight Savings Time)

7/06	Friday	Campsite & RV Check Ins	
7/07	Saturday	Registration	8 – 11 am
		Skipper's Meeting	11 am
		Dinner / Party	6 pm
7/08	Sunday	Skipper's Mtg (if needed)	9 am
		First Warning Signal	10 am
		Award presentation as soon as possible after last race on Sunday	

★ Registration Fees

Several racing and social packages are being offered. Details are available at www.hobiefleet23.com. Youth (<18) free!!

★ Classes

Classes will be determined after all registrations have been received.

★ Sailing Instructions (SIs)

Sailing Instructions will be made available at registration.

★ Hotels / Motels

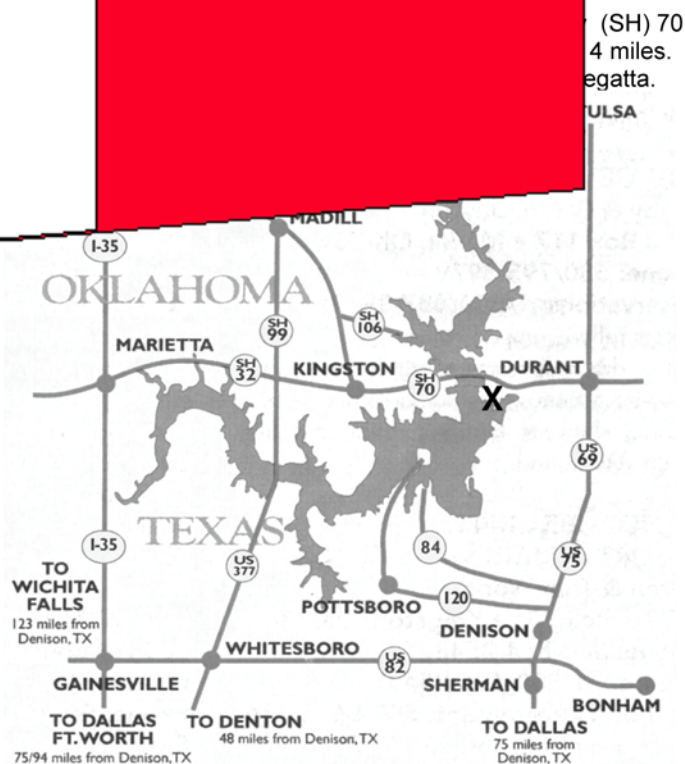
Oak's Hotel (5 min)	580-924-4497	Hwy 70 & Streetman
Budget Inn (12 min)	580-920-0411	Durant (Hwy 70&69)
Best Western (12 min)	580-924-7676	Durant (Hwy 70&69)
Holiday Inn (12 min)	580-924-5432	Durant (Hwy 70&69)

★ Camping / RVs

Free tent camping Friday and Saturday. Hot showers available on site. Plenty of shade and beach access. RV sites are available Friday and Saturday at regatta site for \$20/night. Contact Sam Baker (sdbaker@gte.net) for reservations.

Reservations for other nights should be made through the following web site: www.reserveusa.com (campground name = Lakeside).

No vehicles on the grass except to launch in the designated boat launch area. Vehicles must be parked only on the pavement.



★ Contact Information

Further Details	www.hobiefleet23.com
Event Chairperson:	Bob Johnson rgjohnson@seanet.com 972-735-9661 h / 972-497-7532 o
RV's / Registration:	Sam Baker sdbaker@gte.net
Lakeside Rec Area D:	Park Attendant 580-920-0176



Don Coe Memorial Regatta

**Hosted by Fleet 10
Located CLYacht Club
Clear Lake Iowa 50428**

September 15-16, 2007

NEW DATE

Skips Meeting 10am

North Central Area Championships

Entry fees:

- \$50 double
- \$40 single
- \$15 Youth

Dinner and Party Saturday Night.
Breakfast Sat. & Sun.
Sack Lunch on Saturday

Hobie Cat One-Design Racing

3 boats min. make a fleet

NOVICE Fleet and instruction avail.

Contact

Todd Wilson

Commodore@fleet10.com



**Points
Regatta**

Trophies available in
all classes depending
on number of entries.

Life jacket and
common sense
required

Sponsored by:



Prairie States



Clear Lake Yacht Club



Hobie Fleet 10

THE LEGAL STUFF

Organizing Authority:

Hobie Class Assn. Division 7 in conjunction with the Clear Lake Yacht Club, Hobie Fleet 10 and the HCA-NA

Rules:

The event will be governed by the ISAF Racing Rules of Sailing (RRS), as prescribed by US SAILING, the 2007 IHCA Class Rules and this Notice of Race except as modified by the Sailing Instructions (available at registration).

Classes:

All Hobie Cat One-Design Classes are welcome.

Eligibility:

One crew member on each boat must be a current member of the HCA-NA.

Venue:

Clear Lake Yacht Club, downtown Clear Lake, IA

Schedule:

Registration 5/18 4 - 6 PM, 5/19 8-10 AM
Racing schedule to be announced at Skippers' Meeting.

Pre-registration:

Alexander Wessels
5600 Lakeview Dr.
Clear Lake, IA 50428
641-529-0735
641-357-6639 (fax)
alexwess1990@hotmail.com

The Carlton Tucker Award

Nomination Guidelines

Each year the Hobie Class Association accepts nominations from its divisions and members for the Sportsperson of the Year Award. Those to be considered for this award should be sailors or crews who exhibit commendable behavior demonstrating "The Hobie Way of Life," either on or off the water.

During the year, keep this honor award program in mind. Be aware of the different people among us who have unselfishly contributed to our sport and activities. Be aware of the person who, while out on the water, helped someone who might have been in a life-threatening situation. Look for that person whom you consider to be the mainstay of the local fleet or Division, or the person who represents sportsmanship and character on the racecourse. Perhaps the honoree

is someone who has devoted countless hours or years to running your fleet regattas, or has quietly kept the fleet's spirit alive during difficult times. Consider the person who is helping to develop or contribute to youth sailing programs.

Fill out the form on the following page, and include additional pages as needed. Detail the specifics and anecdotes that describe the sailor who represents to you the Hobie Class Association's most outstanding member for this year.



Carlton Tucker

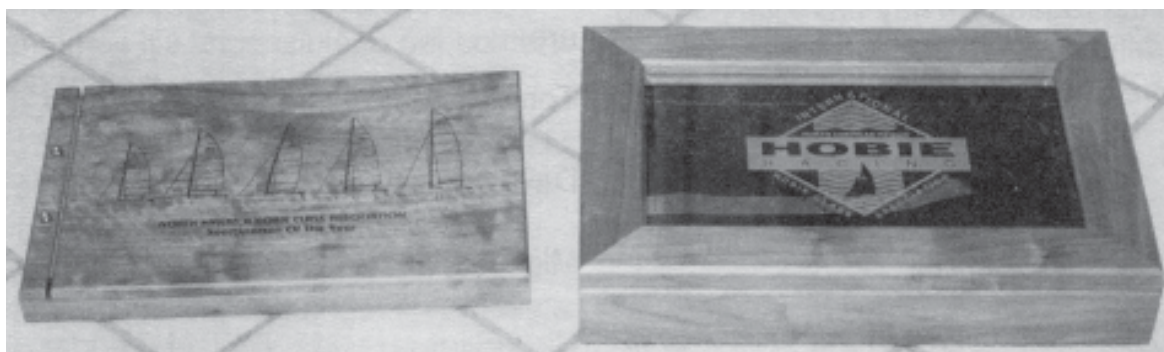
History of the Award

Early in 1994, Gigi Moore (NAHCA Chairperson at the time) enlisted Ted Lindley's help in exploring a way to honor a Hobie person for their contribution to the Hobie Way of Life. Ted was the chairman of a committee of Gail Force (Division 12), Ron and Shirley Palmer (Division 2), and John Hauser (Division 2). The committee developed the nomination guidelines and how the award is governed. They created the concept of a perpetual trophy in the form of a commemorative book. Within the book the story of each year's honoree is chronicled. This prestigious

book is displayed in a specially designed box. Each recipient receives a framed certificate as a keepsake.

Each year since 1995, the HCA has honored a Hobie sailor who by his or her unselfish attitude and commitment to our sport has set an example for all to enjoy "The Hobie Way of Life."

In 1998, posthumously honoring a great Hobie sailor who exemplified the spirit of the award, the name of the trophy was changed to the Carlton Tucker Sportsperson of the Year Award.



Nomination Form

Carlton Tucker Sportsperson of the Year Award

This form must be received by August 15, 2007

Nominee: _____

Hobie Class: _____

Address: _____

Division: _____

City / State / Zip: _____

Fleet: _____

Home Telephone: _____

E-mail: _____

Submitted by: _____

HCA Member No: _____

Address: _____

Division: _____

City / State / Zip: _____

Fleet: _____

Home Telephone: _____

E-mail: _____

Please provide a narrative describing characteristics, attributes, and other information about your nominee. The selection is based on the information provided in your description. Some guidelines for writing your narrative follow.

- What has the nominee done to promote Hobie sailing and sailing in general?
- How has the nominee practiced exemplary sportsmanship?
- What has the nominee done to recruit sailors, particularly youth?
- What training has the nominee supported to increase the skill and fun of sailing?
- How has the nominee supported the HCA and IHCA?
- Why is the nominee admired by fellow Hobie sailors?
- Do others enjoy Hobie sailing more because of this person?
- Why is their outlook and attitude an inspiration?
- How has the nominee enhanced the quality of their local fleets and division?

Mail this nomination form, along with your narrative, to:

Kathy Ward, HCA Secretary
1018 Harrington Way
Carmichael, CA 95608-6168

Or E-mail all the information to wardkathy@aol.com.

Again, the due date for nominations is August 15, 2007

2007hcaboardofdirectors

elected officers

Chair

Bob Merrick
141 Short Beach Rd.
Branford, CT 06405
203-488-7820
merrick@egr.uri.edu

1st Vice Chair

Phil Collins
8500 North West 118th St.
Oklahoma City OK 73162
405-721-0737
collinshobie20@aol.com

2nd Vice Chair

Chris Wessels
5600 Lakeview Dr.
Clear Lake, IA 50428
641-357-4577 / 641-423-7638
xanderwess@yahoo.com

appointed officers

Membership Chair

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Antioch, CA 94531
774-286-9586
hobiemembership@gmail.com

Secretary

Kathy Ward
1331 Robertson Way
Sacramento, CA 95818
916.715.3133
Wardkathy@aol.com

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San Jose, CA. 95139
408-362-0991
steve@r-recruiter.com

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Race Director

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ulibarri@shaw.ca

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Kaneohe, HI 96744
808-864-6067
drwilliams@chevron.com

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division4com@yahoo.com

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303-619-0572
MUST429@aol.com

DIVISION 6

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2220 Brae Lane
League City, TX 77586
281.352.1325
greencj@bp.com

DIVISION 7

Andy Larson
1021 N. Mae
Storm Lake, IA 50588
712-732-1532
div7chair@hobiecatdivision7.org

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906 Woodcliff Avenue
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813.960.1937
hobiebob@aol.com

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4709 Glen Forest Drive
Raleigh, NC 27612
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DIVISION 12

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401.647.3203
davebarbara448@msn.com

DIVISION 13

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921 Verdi St., Reparto Sevilla
San Juan, PR 00924
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vientoyvela@gmail.com

DIVISION 14

Bev Collins
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Oklahoma City OK 73162
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bevchobie20@aim.com

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850.234.5220
dsbeach@comcast.net

DIVISION 16

Kevin Wilson
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Baldwinsville, NY 13027
315.430.6678
div16@twcny.rr.com



Women's Representative

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4601 Shisler Rd
Clarence, NY 14031
716.759.1908
daniburns1@verizon.net



1 HAWAII

on the web

International Hobie Class

Association

www.hobieclass.com

Hobie Class Association

of North America

www.hca-na.org

Hobie Cat Company USA

www.hobiecat.com

Women's Hobie Cat Racing

www.hca-na.org

Hobie Product Support

www.hobiecat.com/support

Guest Expert Program

www.hc-na.org

Hobie Community Forums

www.hobiecat.com/community

For Local and Country contacts: hca-na.org

additional resources

Championships Coordinator

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Portage, MI 49002-6581
269.327.4565
hobie01@sbcglobal.net

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HOBIE CLASS ASSOCIATION OF NORTH AMERICA

2007 MEMBERSHIP APPLICATION

MEMBERSHIP IS FOR THE CALENDAR YEAR: 1/1/07—12/31/07

NAME (PLEASE PRINT CLEARLY) _____ Member # _____

ADDRESS _____

CITY, STATE/PROVINCE, ZIP _____

COUNTRY _____ E-MAIL ADDRESS _____

HOME/CELL PHONE _____ DIVISION _____

WORK PHONE _____ FLEET _____

Please check all that apply

- ☐ Please send me a new membership card
☐ This is a renewal ☐ I am a new member
☐ I usually sail as a skipper. ☐ I usually sail as a crew.
☐ I am a Division Chair ☐ I am a Fleet Commodore
☐ Please send me mailings on Hobie-related products
☐ Put me on the list for the Women's International Class Assn.

I usually sail a:

(Please check all that apply)

- ☐ Hobie 14
☐ Hobie 16
☐ Hobie 17
☐ Hobie 18
☐ Tiger
☐ Hobie 20
☐ Wave
☐ Other Hobie: _____

Top Cat \$100.00 Patrons and Sponsors

All benefits of Standard Membership, plus your name will be published in the HCA *HOTLINE* \$ _____

U.S. Standard \$35.00 Membership in IHCA, Funding to Hobie Class Association of NA, HCA Membership Card, *HOTLINE* magazine (6 issues) \$ _____

Foreign \$42.00 USD Same as Standard Membership for those sailors not living in the US. The increased cost helps subsidize the expense of mailing outside the U.S. \$ _____

Web \$25.00 Same benefits as Standard but you will not receive magazine. E-mail address required if you want to be notified when HCA *HOTLINE* is on the web. \$ _____

Youth (Independent) \$15.00 Under 21 years of age. Same benefits as Standard. Youth age: _____ \$ _____

Family \$10.00 (Top Cat, Standard or Foreign members may purchase additional memberships for family members at \$10 per card) Same benefits as Standard, but you will not receive the magazine. # _____ cards @ \$10 each \$ _____

Name(s) on Youth/Family card(s): _____

Donation to Youth Program: ☐ \$10 ☐ \$25 ☐ \$50 ☐ Other \$ _____ \$ _____

TOTAL \$ _____

Release and indemnity agreement:

I acknowledge the risk of injury to my person and property while participating in sailing events. I will rely upon my own judgement and ability while participating in IHCA/HCAofNA sanctioned events and assume all risks of injury and damage arising out of such participation. I will not sue or make any claim whatsoever against the IHCA or HCAof NA, its Division or Fleet organizations or the organizers of events as a result of such participation.

Signature of sailor /Date (Parent's signature if youth is under 18 years old) _____

Payment Enclosed (\$us only): ☐ check (U.S. banks only) ☐ money order
 (credit cards accepted only on Internet memberships / renewals)

Join via the Web!

WWW.HCA-NA.NET/REGISTRATION/MEMBERSHIPFORM.PHP



HCA MEMBERSHIP
 2825 La Jolla Dr.
 Antioch, CA 94531 USA
 Phone 774-286-9586

hobiemembership@gmail.com

WHAT THE MONEY GOES FOR:

Class Promotion
 Guest Expert Programs
 Youth Programs
 Standardized Racing
 NAs event support
 Racer support programs
 Regatta Materials for
 Fleets & Divisions
 Racing Seminars
 Regatta insurance



Multihull Council *Golden Anchor* Membership Form
 Make sure your voice and membership are counted for multihulls
 New _____ Renew _____ Membership ID _____ (if known)



Anniversary Dates are March 31 or September 30
 GA memberships paid July 1 thru December 31 will expire in September next year.
 GA memberships paid January 1 thru June 30 will expire in March next year.
Golden Anchor Memberships are now accepted for 1, 2 and 3 Years

Name		
Company name, if applicable		
Address		
City	State	Zip+4
Phone	Email	
Boat(s)		
Primary Racing: One Design? Portsmouth? Other? (specify)		

Phone numbers are for MHC/Portsmouth contact only, not for release
 Addresses are for MHC/Portsmouth contact plus E-USSAILING only,
 the email news service from US SAILING

YES! Count me in at the following level: (Regular rates are shown at bottom of page)

- \$ _____ \$ 16 **Youth** Under 21 or full-time student - birthdate: _____
 \$ _____ \$ @ 40 **Individual** Includes individual foreign
 \$ _____ \$ @ 60 **Family** For family membership cards, include names and youth birthdate(s)
 \$ _____ \$ 100 Sustaining - one year (Individual Membership)
 \$ _____ \$ 250 Supporting - one year
 \$ _____ \$ 500 Benefactor - one year
 \$ _____ \$1,000 Patron or President's Club - one year
 \$ _____ \$ 10 **Special** one-year, 6-issue subscription to **Multihulls Magazine**
 for **new** US SAILING members **only** (regularly \$21)

Yes, I want to support one or both of these MHC programs:

- \$ _____ Stevens Youth Multihull Championship Fund
 \$ _____ Hoyt-Jolley Alter Cup Fund to support the Alter Cup

\$ _____ **Total**

Please print and mail with check payable to
John Williams/MHC – 4933 Long Bow Road, Jacksonville, FL 32210
 If questions or problems, please email john.e.williams@comcast.net

US SAILING is the national governing body for the sport of sailing and merits support through direct membership. USSA's mission is to encourage participation and promote excellence in sailing and racing in the United States. Here's what you get:

- A **\$10 discount** on annual membership dues.
- **Discounted entry** at every regatta that is hosted by a member club or organization that uses the USSA insurance program.
- A \$20 **West Marine coupon** with each renewal.
- A free **Racing Rules of Sailing** book.
- Eligibility for USSA's outstanding **one-design insurance** for Hobie Cat-manufactured catamarans.
- **Member discounts** on USSA gear, clothing and accessories.

Your membership identifies you to US SAILING as a multihull sailor, ensuring your voice is heard at the national level. Participation in your individual class and in the National Governing Body keeps you in touch and on top of the sport. Thanks for supporting US SAILING with your membership – John Williams, Program Administrator

HOBIE'S PROFILES:



NAME: Stu Morrison

HOME FLEET: Hobie Fleet 27, Wichita, KS

AGE: 39

PROFESSION: Seed/Field Technician for Monsanto
and husband to Heather Morrison

HOBBIES: hunting, fishing, sailing, golf, anything outdoors

LAST BOOK READ: Storming Heaven by Dale Brown

LATEST ACCOMPLISHMENT: Coming in 7th at the 2006 Hobie 20 Nationals at Lake Texoma, Texas with Heather.

WHY I DO WHAT I DO: Because I want to let Heather feel like she's in charge of something, so I "let" her skipper (plus, I get to hang with all the female crews!). We really enjoy competing with all our Hobie friends.

QUOTE: "A bad day of fishing is better than a good day of work."

HIS BOAT: Hobie 20 - but it's really Heather's boat.

NAME: Mike Madge

HOME FLEET: Hobie Fleet 444, Minnesota / Western Ontario. Living in Thunder Bay, ON.

PROFESSION: Math teacher and I also teach a hockey specialty course. Father to two great kids, Matt and Carly, and husband to my lovely wife Pamela

HOBBIES: Hockey, lacrosse and sailing - playing and watching

Last book read: First You Have To Learn To Row: Reflections on Life and Living by Richard Bode (a great book on how sailing relates to life)

LATEST ACCOMPLISHMENT: Chosen to coach Thunder Bays Rep Lacrosse team to try for the Provincial Championship in August

WHY I DO WHAT I DO: When I am sailing or playing Lacrosse or hockey, I feel like I am in my element. It feels like this is what I should be doing. When the wind is blowing or the outdoor ice is smooth and the sun is on it, I feel like I should be out there

QUOTE: "If you don't have goals, then you just end up skating up and down the ice without scoring," and that in itself is not all that bad

HIS BOAT : The Hobie 16 since 1978 (though I do sneak out on my Laser every so often). I am now working on my third 16.



A man wearing a red cap and an orange life vest is sailing a white Hobie Bravo catamaran on the water. The sail is large and colorful, with red, yellow, and blue sections. The background shows a tropical beach with palm trees under a blue sky with clouds.

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